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1-11. (CANCELED)

12. (CURRENTLY AMENDED) A gantry axle comprising a driven differential gear unit which is connected, via an axle shaft (1) and via a respective gantry transmission, with each vehicle wheel, and each vehicle wheel being rotatable around an axis of rotation (12) of the vehicle wheel and resting up on ground (11), each gantry transmission having an input spur gear (2) driven by the axle shaft (1), the input spur gear (2) being operatively connected with a first intermediate spur gear (3) and the first intermediate spur gear (3) being non-rotatably connected with a second intermediate spur gear (4), both the first and the second intermediate spur gears (3, 4) rotating around an axis of rotation (9) of the intermediate spur gears (3, 4), and the second intermediate spur gear (4) being operatively connected with an output spur gear (5) which is connected with the vehicle wheel and rotates around the axis of rotation (12) of the vehicle wheel;

wherein a vertical spacing (15) of an axis of rotation (10) of the input spur gear (2) to the ground (11) is smaller less than a vertical spacing (17) of the axis of rotation (9) of the intermediate spur gears (3, 4) to the ground (11) and is smaller less than a vertical spacing (18) of the axis of rotation (12) of the output gear (5) to the ground (11);

the input, the first and second intermediate and the output spur gears (2, 3, 4, 5) of the gantry transmission have helical cut teeth that are inclined with respect to axes of rotation (10, 9, 12) of the input, the first and second intermediate and the output spur gears (2, 3, 4, 5)[[.]]; and

a sloping angle of the helical cut teeth of the first and of the second intermediate spur gears (3, 4) are designed so that the axial forces of the first and of the second intermediate spur gears (3, 4) are substantially neutralized.

13. (CURRENTLY AMENDED) The gantry axle according to claim 12, wherein the axis of rotation (10) of the input spur gear (2) is spaced from the axis of rotation (9) of the first and second intermediate spur gears (3, 4) and the axis of rotation (9) of the intermediate spur gears (3, 4) is spaced from the axis of rotation (12) of the output spur gear (5).

14-15. (CANCELED)

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16. (PREVIOUSLY PRESENTED) The gantry axle according to claim 12, wherein spring carriers, which connect the gantry axle with a vehicle chassis, are connected with the gantry transmission.

17. (PREVIOUSLY PRESENTED) The gantry axle according to claim 12, wherein the axle shaft (1) is situated on an upper inner limit of an axle bridge.

18. (CURRENTLY AMENDED) The gantry axle according to claim 12, wherein the input spur gear (2) is mounted in a housing of the gantry transmission and the second intermediate spur gear (4) and the output spur gear (5) are adjacent to a mounting pad of a rim of a transmission housing.

19. (PREVIOUSLY PRESENTED) The gantry axle according to claim 12, wherein a ratio between the input spur gear (2) and the first intermediate spur gear is in a range of about 2.2.

20. (PREVIOUSLY PRESENTED) The gantry axle according to claim 12, wherein a ratio between the second intermediate spur gear (4) and the output spur gear (5) is about 1.8.

21. (PREVIOUSLY PRESENTED) The gantry axle according to claim 12, wherein a horizontal spacing between the axis of rotation (12) of the output spur gear (5) and the axis of rotation (10) of the input spur gear (2) is about 30 mm and a vertical spacing between the axis of rotation (12) of the output spur gear (5) and the axis of rotation (10) of the input spur gear (2) is about 189 mm.

22. (PREVIOUSLY PRESENTED) The gantry axle according to claim 12, wherein an axle bridge is situated offset, in a travel direction of a vehicle equipped with the gantry axle, relative to the axis of rotation (12) of the vehicle wheel.